



TEN YEARS OF PARTNERING FOR THE  
MARINE TRANSPORTATION SYSTEM

2005—2015

---

# **Actions & Accomplishments of the CMTS**

## **July 1, 2014 – June 30, 2015**

**U.S. Army Corps of Engineers  
Coordinating Board Chair**



## Executive Summary

*“The true value of the CMTS is hard to measure, but very easy to see.”  
(MG John Peabody, Coordinating Board Chair, July, 2015)*

This Report documents the work accomplished by The U.S. Committee on the Marine Transportation System (CMTS) during the period July 1, 2014 through June 30, 2015, under the Chairmanship of Major General John Peabody, Deputy Commanding General for Civil and Emergency Operations, US Army Corps of Engineers (USACE).

Substantial progress has been made on many of the CMTS multi-year projects such as the Future of Navigation, MTS Infrastructure Investment, US Arctic Transportation, and support of several Administration initiatives. Listed below are some of the more notable accomplishments and “new starts” undertaken by the CMTS.

### **Accomplishments**

- Completion of the “10-Year Projection of Vessel Activity in the U.S. Arctic” Report, by the US Arctic Maritime Transportation Integrated Action Team (IAT).
- Completion of the Compendium of White House Initiatives impacting the MTS.
- Completion of the proof of concept for eMSI in support of safe navigation.
- Completion of the Compendium of Federal Public-Private-Partnerships (P3s) Authorities for Infrastructure Investment in the MTS.
- Completion of the CMTS-Cotton Club P3 Roundtable. The Cotton Club is a chartered consortium of the trade and transportation attachés from various embassies in Washington, DC.
- Completion of the Marine Transportation System Performance Measures, Executive Summary.
- Completion of the revised Handbook of Federal Funding Sources for the MTS, in support of the Administration’s Build America Initiative.

### **New Starts**

- The MTS Data IAT was re-established under the leadership of USACE and MARAD.
- The MTS Resilience IAT was established under the leadership of USACE and NOAA.
- The Military to Mariner Task Team was established under the leadership of MARAD.
- The CMTS Federal Advisory Committee Designated Federal Officer Forum was established and is coordinated by the Executive Secretariat.

## Table of Contents

<i>Future of Navigation Integrated Action Team.....</i>	<i>page 5</i>
<i>MTS Research and Development Integrated Action Team.....</i>	<i>page 7</i>
<i>Arctic Marine Transportation Integrated Action Team.....</i>	<i>page 10</i>
<i>Infrastructure Investment Integrated Task Team.....</i>	<i>page 13</i>
<i>Marine Energy Task Team.....</i>	<i>page 15</i>
<i>MTS Data Integrated Action Team.....</i>	<i>page 17</i>
<i>MTS Resilience Integrated Action Team.....</i>	<i>page 19</i>
<i>Military to Mariner Task Team.....</i>	<i>page 21</i>

## Member Abbreviations

Department of Transportation.....	DOT
Office of the Secretary of Transportation.....	OST
St. Lawrence Seaway Development Corporation.....	SLSDC
Bureau of Transportation Statistics.....	BTS
Maritime Administration.....	MARAD
Federal Highway Administration.....	FHWA
Federal Railroad Administration.....	FRA
Department of Defense.....	DoD
U.S. Army Corps of Engineers.....	USACE
Oceanographer of the Navy.....	OON
U.S. Transportation Command.....	TRANSCOM
International Trade Administration.....	ITA
National Oceanographic and Atmospheric Administration.....	NOAA
U.S. Coast Guard.....	USCG
Department of Energy.....	DOE
Bureau of Ocean Energy Management.....	BOEM
Bureau of Safety and Environmental Enforcement.....	BSEE
Environmental Protection Agency.....	EPA
National Maritime Intelligence Integration Office.....	NMIO
Federal Maritime Commission.....	FMC
Office of Management and Budget.....	OMB
Department of Agriculture.....	USDA
Transportation Security Administration.....	TSA
Department of Homeland Security.....	DHS
Department of Interior.....	DOI

## Accomplishment Future of Navigation Integrated Action Team

### **SUMMARY**

The Future of Navigation IAT has coordinated multi-agency efforts on projects focused on improving navigational safety and efficiency in three ways:

- Improving delivery of navigational information,
- Improving accuracy of navigational products, and
- Improving efficiency by enabling agencies to better share information of navigational value.

Outcome(s): As these projects are completed, Mariners can expect significant improvements to navigational safety, as well as enhanced efficiency in the use of our waterways.

Team Leads: NOAA  
USACE  
USCG

### **BACKGROUND**

The Navigation Technology IAT was established in October 2006 by the CMTS Coordinating Board to assist CMTS member agencies with coordination and integration of their technologies, data, and services to enhance navigational safety and efficiency. In 2011 the Navigation Technology IAT was disbanded and the e-Navigation IAT was established. In 2013, the Coordinating Board changed the name to Future of Navigation IAT and approved a broadened Terms of Reference.

During the current period, the USACE, NOAA, USCG and other CMTS members continued coordinated Federal efforts aimed at facilitating safe and efficient operations on America's waterways. They participated in and evaluated feedback from 12 interagency Future of Navigation Listening Sessions held around the country, developed and demonstrated a proof of concept for an enhanced Marine Safety Information (e-MSI) bulletin, and continued work to expand the transmission of navigation safety information via AIS.

### **PARTICIPATING CMTS MEMBERS**

- NOAA (Co-Lead)
- USACE (Co-Lead)
- USCG (Co-Lead)
- National Geospatial-Intelligence Agency

## **STATUS**

- April-June 2014: Future of Navigation IAT participating agencies conducted 12 public listening sessions around the country to provide information on Federal e-Navigation efforts and to gather input from stakeholders on their needs and priorities, given planned developments.
- Fall 2014: The USCG, NOAA, and USACE expanded transmission of navigation information via AIS including transmitting approximately 200 “e-AtoN” to enhance the existing physical aids to navigation constellation; transmitting lock status, weather and hydrologic information on the inland waterways, and standardizing the means to transmit NOAA PORTS® data via NOAA, USCG, and USACE AIS infrastructure.
- March 2015: The enhanced Marine Safety Information (eMSI) Task Team presented a proof-of-concept demonstration for an interagency e-MSI Bulletin to the CMTS Coordinating Board.
- April 2015: The CMTS Future of Navigation IAT approved an updated Work Plan with specific action items to further progress under broad lines of effort including: Interagency Coordination and Outreach, Navigation Data Harmonization, Navigation Information Dissemination, and Simplified Information Reporting and Sharing.
- May 2015: The Future of Navigation IAT completed its 2015 Work Plan which is a multi-year roadmap to continue improvements to navigation technology in support of the CMTS e-Navigation Strategic Action Plan and aligned with the CMTS National Strategy and the international e-Navigation Strategic Implementation Plan.

## **BENEFITS TO THE MTS**

The Federal effort in facilitating the safe and efficient operations of these waters must be an accelerant, rather than a brake, on this economic engine. To this end, the “Future of Navigation” IAT will leverage technology, initiate management improvements, redefine levels of service, develop data driven analysis, and provide regulatory changes to improve safety and efficiency on America’s waterways.

## Accomplishment

### Research and Development Integrated Action Team

#### SUMMARY

The CMTS Coordinating Board established the MTS Research and Development IAT in March 2009 with a charge to provide a strategic capability to identify, develop, and implement innovative research and development to address the pressing challenges identified in the National *Strategy for the Marine Transportation System. The Strategy: A Framework for Action* (July 2008). The IAT also serves as a crosscutting function among all CMTS IATs. The R&D IAT developed a Strategic R&D Action Plan in 2010 that address the challenges identified in the CMTS National Strategy. It identifies and updates research priorities through a collaborative biennial R&D conference with the Transportation Research Board. The IAT leads several multi-agency collaborative research initiatives and has been very productive with several innovative products being used by CMTS agencies.

Team Lead: USACE

#### BACKGROUND

The R&D IAT has been working together since 2009 conducting collaborative research, creating new products for CMTS use, maturing emerging and innovative concepts into new CMTS IATs or Teams, supporting other IATs technology needs, and partnering with the Transportation Research Board of the National Academy of Sciences to hold a biennial R&D conference. Numerous CMTS agencies have participated and contributed knowledge, data, tools, and expertise to these many activities. The IAT has also been very successful in outreach to academia and the private sector to ensure its research is inclusive, addressing Federal and national needs.

#### STATUS

- The Transportation Research Board of the National Academy of Sciences and the CMTS R&D IAT co-sponsored the third biennial R&D Conference — “Innovative Technologies for a Resilient Marine Transportation System” — June 24-26, 2014, in Washington, DC.
- Over 100 participants attended 12 Technical Breakout Sessions, 3 Panel Sessions, and heard 4 Plenary and Keynote speakers from Academia, Industry, and Government.
- The R&D IAT Team published a conference report (available at [cmts.gov](http://cmts.gov)) summarizing the current state of knowledge, gaps in our research, with a suggested action plan to address the gaps. Preliminary take-away items centered around the following topics:
  - Primary disturbances (current and future) to the MTS
  - Defining what resilience means to the MTS
  - Promising new and emerging technologies presented at the conference

- R&D gaps and how R&D can contribute to MTS resilience to Prepare, Resist, Recover, and Adapt
  - Opportunities to “co-produce” with academia, private entities, NGOs, etc.
- The R&D IAT continued work on developing performance indicators for the MTS. Building from the recommendations of the 2012 joint conference with TRB on performance indicators, preliminary indicators with available data have been identified and released as part of an executive summary document, “Marine Transportation System Performance Measures”, available at the [www.cmts.gov](http://www.cmts.gov) website. A more in-depth technical report, including historical context and a discussion of how the first round of performance measures fit into a larger research plan, is *in press* at the U.S. Army Engineer Research and Development Center. A web site has been set up to provide access to the most updated performance measures data ([www.cmts.gov/Resources/Performance.aspx](http://www.cmts.gov/Resources/Performance.aspx)). Performance measures research is part of an effort to develop an integrated freight network model that will allow for MTS scenario development in the context of national supply chains and international freight flows.
- Multiple research presentations by R&D IAT members have been given at interagency and academic fora as part of an ongoing outreach effort to develop new and productive research collaborations. In 2014/15 these events included the TRB annual meeting, freight research workshops, and the first ever marine science AIS practitioners meeting hosted by USCG and NOAA.

## **PARTICIPATING CMTS MEMBERS**

- USACE (Lead)
- NOAA
- Oak Ridge National Lab (DOE)
- OST - Research
- BTS
- USCG
- MARAD
- The Volpe Center (DOT)

## **BENEFITS TO THE MTS**

Since its creation in 2009, the R&D IAT has identified then incubated critical topics to the CMTS, including eNavigation, the importance and need for community-wide data for decisions, the need for integrated MTS performance indicators, and the need to understand, quantify, and increase MTS resilience. Three of these have become their own CMTS Interagency Action Teams and the fourth a contributor to the DOT MAP-21 initiative. The CMTS/Transportation Research Board Biennial R&D Conference provides a unique opportunity to assemble Government, Academic, and Industry leaders to identify MTS challenges and mix them with the leading science, technology

and engineering researchers to identify strategic R&D to address these challenges. It provides a forum to examine the use of emerging and innovative technologies and practices in marine transportation and waterways management. The conference is designed to help foster partnerships between federal, state, private, and academic institutions that have a shared interest in technological innovations and improved performance of the Marine Transportation System.

## Accomplishment

### U.S. Arctic Marine Transportation Integrated Action Team

#### **SUMMARY**

The U. S. Coast Guard Authorization Act of 2010 requires the CMTS to coordinate domestic transportation policy for the U.S. Arctic. The CMTS Arctic Marine Transportation Integrated Action Team was established by the Coordinating Board in January of 2010. The intent of the IAT is to identify opportunities for member agencies to work together to address the needs, both current and future, for providing for safe, and environmentally sound navigation in the Arctic as the waterways become more accessible to use for navigation and other activities.

Team Leads: MARAD  
USCG  
NOAA

#### **BACKGROUND**

For five years, the U.S. Arctic Marine Transportation IAT has responded to the tasks of identifying opportunities for interagency collaboration to improve the marine transportation system in U.S. Arctic waters; and providing recommendations to coordinate transportation policies to help insure maritime shipping safety, environmental protection and security, and associated impacts concerning existing and likely increases in maritime traffic in the U.S. Arctic Region.

#### **PARTICIPATING CMTS MEMBERS**

- MARAD (Co-Lead)
- NOAA (Co-Lead)
- USCG (Co-Lead)
- BOEM
- BSEE
- EPA
- NMIO
- Navy (Oceanographer of Navy)
- OST
- Office of Science and Technology
- USACE
- State
- TRANSCOM

#### **STATUS**

Following the completion of the CMTS report to the President, “U.S. Arctic Marine Transportation System: Overview and Priorities for Action,” in July 2013, Transportation Secretary Foxx, in March 2014, directed the CMTS to manage three marine

transportation-related actions in the National Strategy for the Arctic Region (NSAR) Implementation Plan that were assigned to the Department. These actions included:

- **Action 1.1.1:** Complete a 10-year projection of maritime activity in the U.S. Arctic region by the end of 2014.
- **Action 1.1.2:** Deliver a 10-year prioritization framework to coordinate the phased development of Federal infrastructure identified through Department and Agency validated needs assessment by the end of 2015.
- **Action 1.1.3:** Develop recommendations for pursuing Federal public-private partnerships in support of the needs assessment and identified prioritized activities by the end of 2015.

The IAT completed NSAR Implementation Plan action 1.1.1 on time and the report was delivered to Secretary Foxx and the National Security Council in early January 2015. The purpose of the report was to assess possible scenarios for vessel activity in the U.S. Arctic over the next ten years, 2015-2025. The completion of the 10-year projection of maritime activity in the U.S. Arctic region was made possible under the CMTS transfer of funds authority by the Interior Department Bureau of Ocean Energy Management, the National Maritime Intelligence Integration Office, and the U.S. Coast Guard. The report's general findings include:

By the year 2025, there may be increases in vessel transits in the Bering Strait and North Slope from a conservative estimate of 100 percent increase, from 420 to 877, to a high-growth scenario of 2637 transits, or a 500 percent increase.

The foundational scenario based projections in the Arctic maritime activity report supports the next NSAR Implementation Plan action assigned to the CMTS (1.1.2); a prioritization framework for U.S. Arctic infrastructure development by 2015, which the IAT has underway.

**Elements of the 1.1.2 work plan include:**

- Identify U.S. Arctic MTS infrastructure needs by reviewing existing sources, plans, and recommendations. Sources include the March 2013 GAO Report on Arctic maritime infrastructure, Arctic Marine Shipping Assessment updates, the CMTS U.S. Arctic vessel projection report, and related NSAR Implementation Plan actions.
- Update Table 3 of the CMTS U.S. Arctic MTS report to the President to obtain status of Federal Agency activities and plans for U.S. Arctic MTS infrastructure.

- Develop framework to coordinate phased development of U.S. Arctic MTS infrastructure by prioritizing importance of MTS infrastructure, considering sequence and interdependencies.
- As available, compile agency budgets allocated to U.S. Arctic MTS infrastructure activities. If possible, compare financial support for existing activities to projected levels of effort.

A draft NSAR action 1.1.2 report will be completed by November 1, 2015. It is also anticipated that NSAR action 1.1.3, recommendations for pursuing Federal public-private-partnerships in support of MTS infrastructure development, will commence prior to the completion of action 1.1.2, and utilize public-private-partnership efforts being advance by the CMTS.

### **BENEFITS TO THE MTS**

The CMTS, through the work of the IAT, has responded to the call of Congress and the White House to coordinate domestic transportation policies and determine what is needed to improve the U.S. Arctic MTS. Through its recommendations and member agency actions, maritime transportation in the U.S. Arctic will be better managed and made more safe and secure, resulting in more efficient transits, greater protection of Arctic coastal and ocean resources, maintenance of subsistence uses by native communities, and less risk to loss of cargo and life.

## Accomplishment

### Infrastructure Investment Integrated Action Team

#### **SUMMARY**

The Infrastructure Investment Integrated Action Team was established to facilitate the development of broad evaluation and decision criteria that can be used across Government programs for informing Federal infrastructure investment. The team also focuses on developing tools that are value-added for practitioners at the local and non-Federal level as well as the Federal stakeholders.

Team Leads: OST  
USACE  
Treasury

#### **BACKGROUND**

- The Administration's Task Force on Ports noted that, "Nearly 80 percent of the volume of international trade passes through our nation's ports. Maintaining these ports, and making targeted investments in their improvement where appropriate, can lower shipping costs for U.S exports and imports." (July, 2012)
- The IAT was stood up at the request of the Secretary of Transportation in 2012 to broaden the conversation of how the Federal Government prioritizes and invests in needed MTS infrastructure, building on the memorandum of understanding between DOT and Army in March 2012.
- The products in the IAT's work plan included a Transportation Data Funding Map; a Handbook of Federal MTS-related Infrastructure Funding sources; a set of decision criteria to be used cross-government to review investment decisions; an Alternative Funding Tool Kit; an analysis of existing evaluation techniques used to estimate costs and benefits for infrastructure investment; evaluate the use of public private partnerships for infrastructure investment; and potentially pursue a pilot project to employ using the Best Practices for infrastructure investment.

#### **PARTICIPATING CMTS MEMBERS**

- OST (Co-Lead)
- USACE (Co-Lead)
- Treasury (Co-Lead)
- MARAD
- FHWA
- NOAA
- FMC
- Commerce
- State
- OMB

- TRANSCOM
- ITA
- NMIO
- USCG
- FRA
- EPA

## **STATUS**

- **January 2015:** Initiated, executed, and documented the CMTS-Cotton Club Roundtable discussion on P3's. The Cotton Club is a chartered organization comprised of the trade and transportation attachés to many of the Western European Embassies in Washington, DC, as well as Japan, Singapore and Australia.
- **June 2015:** Completed a Compendium of the legal authorities for use of P3s across the Federal Government for the purposes of infrastructure investment.
- **June 2015:** Completed the revision of the *“Handbook of Federal Funding Sources for MTS-Related Investments.”*
- **August 2015:** Completed a compendium of the many White House initiatives that have a direct impact on the marine transportation system.

## **BENEFITS TO THE MTS**

- Decision support tools for infrastructure investment will be used by decision-makers to better align Federal infrastructure investment across agencies, allowing for the leveraging of limited resources and enabling a safer, more efficient, and resilient marine transportation system for the movement of our Nation's people and goods.
- The IAT has developed joint agency products that assist local and state partners in infrastructure planning and investment.

## Accomplishment Marine Energy Task Team

### **SUMMARY**

The Maritime Energy Task Team was established to provide a forum to exchange information and offer opportunities for interagency collaboration to examine a number of promising alternative ship fuels, including LNG and biodiesel, and measures and technologies to address the challenges of retrofitting ship engines and the availability of fuel infrastructure.

Team Leads: MARAD  
DOE

### **BACKGROUND**

Established in December 2013, the Maritime Energy Task Team (METT) membership has grown to include fourteen CMTS member agencies, and has held seven meetings. Meetings have included presentations on the Navy's Great Green Fleet Program, MARAD's Biofuels, LNG, and Fuel Cell projects, USDA's Farm-to-Fleet Program, NOAA's Dual-Fuel Project, the Navy's Energy and USDA initiative regarding drop-In biofuel for military use, and marine testing of renewable diesel fuel. In addition, guest presentations on LNG have been given by the Port of Pittsburgh, Port of Jacksonville, and the Great Lakes Maritime Research Institute.

At its June 17, 2014 meeting the Coordinating Board accepted the primary METT products, a compendium and matrix of relevant agency alternative fuel activities. The compendium describes the singular and joint activities of eleven Federal Departments and agencies regarding alternative maritime energy. The compendium is intended to be a useful guide to identify maritime energy activities of METT members, and areas for potential interagency collaboration. The matrix is intended to be a useful at-a-glance summary of the compendium. The METT will maintain the compendium and matrix to keep information current.

### **PARTICIPATING CMTS MEMBERS**

- DOE (Co-Lead)
- MARAD (Co-Lead)
- USCG
- USDA
- Navy
- State
- EPA
- FMC
- SLSDC

- BOEM
- BSEE
- NOAA
- USACE
- TRANSCOM

## **STATUS**

At its meeting on June 26, 2015 the Port of Long Beach gave a presentation to the METT on its energy efficient, all-electric port operations, and use of cold ironing and battery fuel cells.

### **Future METT Activities being considered include:**

- Propose METT-sponsored workshops to be held in conjunction with industry meetings, conferences and events, such as the American Association of Port Authorities, to provide a site visit to examine energy efficient/alternative fuel practices. These practices would be in support of sustainability, use of available technology, and the general modernization of port operations to reduce impacts on the environment.
- Consider and draft a long-term goal to commit the U.S. Federal Government non-military fleet toward the use of low-sulfur fuels, biofuels, and other alternatives to reduce impacts on and enhance the environment. This would be similar to the Federal Aviation Administration's NextGen green initiatives.

## **BENEFITS TO THE MTS**

Efforts by the Task Team to provide a forum to share and exchange information, and identify opportunities for interagency collaboration regarding the use of alternative energy for marine transportation, support fuel technology and efficiencies to reduce the impact that use of the MTS has on greenhouse gas emissions and climate change, In addition, the Task Team has addressed recent International Maritime Organization and related fuel and air pollution requirements on ships, to assess the feasibility and implementation of these requirements.

## Accomplishment Maritime Data Integrated Action Team

### **SUMMARY**

The purpose of the Maritime Data IAT is to serve as the CMTS body of experts in regards to the discovery, access and sharing capacity of data related to the operation and governance of the MTS. The work of the IAT will include facilitating the identification, archiving, linking and integration of authoritative data from agencies with equities in maritime data. Access to interoperable and shareable authoritative data will assist CMTS member agencies in making timely and well-informed decisions that enhance the capabilities of the MTS as well as fulfill strategic analysis and reporting requirements.

Team Leads: USACE  
MARAD

### **BACKGROUND**

Federal agencies are required to acquire, analyze, share and present MTS-related data in order to fulfill agency and mission requirements as well as the requirements set forth under the Government Performance and Results Act (GPRA.) Pursuant to GPRA, federal agencies must establish (1) the sources for the data; (2) the means to be used to verify and validate measured values; (3) the level of accuracy required for the intended use of the data; (4) any limitations to the data at the required level of accuracy; and (5) how the agency will compensate for such limitations if needed to reach the required level of accuracy.

Increased use of technologies has generated a vast amount of maritime data for collection, storage and usage. The volume, velocity and veracity in which this data is generated has resulted in differences in collection requirements and data formatting. Moreover, the lack of an overarching maritime data framework has limited the capability of this data to be shared between agencies. Identification and sharing of authoritative data related to the MTS is vital to fulfilling the purposes of the CMTS and individual agency missions.

### **PARTICIPATING CMTS MEMBERS**

- NOAA
- BOEM
- BSEE
- OST
- MARAD
- USACE
- Navy
- TSA

- USCG
- DOE

## **STATUS**

- **March 2015:** On March 23, 2015, the CMTS Coordinating Board voted to approve the reinstatement of the Maritime Data IAT. This action was taken following two widely attended Maritime Data Forums in which participants from 10 agencies discussed challenges associated with maritime data. These challenges include the fact that increased use of technologies has generated a vast amount of maritime data for collection, storage and usage. The volume, velocity and veracity in which this data is generated has resulted in differences in collection requirements and data formatting. Moreover, the lack of an overarching maritime data framework has limited the capability of this data to be shared between agencies.
- **July 2015:** On July 23, 2015 the Coordinating Board approved the CMTS Maritime Data IAT Terms of Reference and directed the IAT to create a work plan. In accordance, the IAT convened in July of 2015 with the purpose of a creating a work plan.

## **BENEFITS TO THE MTS**

Efforts by the Maritime Data IAT will benefit the Nation by (1) improving maritime data discoverability and access through common standards; (2) enhancing informed decision-making through access to authoritative data; and (3) optimizing CMTS member mission effectiveness through shared services and interoperability.

## Accomplishment MTS Resilience Integrated Action Team

### **SUMMARY**

The MTS Resilience IAT (R-IAT) was established to focus on cross-Federal agency knowledge co-production and governance in order to incorporate the concepts of resilience into the operation and management of the U.S. Marine Transportation System. In order to accomplish this goal, the R-IAT identifies opportunities for interagency collaboration and facilitates Federal interagency strategies and activities that enhance the resilience of the Nation's MTS.

Team Leads: USACE  
NOAA

### **BACKGROUND**

The R-IAT was established in 2014 to coordinate Federal actions in assessing and improving resilience of the MTS. Resilience is defined as the ability to prepare and plan for, resist, recover from, and more successfully adapt to the impacts of adverse events. This IAT is broad in scope, including the following activities as they relate to resilience of the MTS: identifying short and long-term risks and vulnerabilities associated with climate change, extreme weather events, global and domestic markets, and human-induced disruptions; developing and implementing strategies to plan for and adapt to potential disruptions associated with these risks; and improving the Federal Government's response to such disruptions and fluctuations.

### **PARTICIPATING CMTS MEMBERS**

- USACE (Co-lead)
- NOAA (Co-lead)
- BSEE
- USCG
- DOE
- DHS
- DOI
- DOT
- EPA
- FMC
- ITA
- MARAD
- TRANSCOM

## STATUS

- **December 2014:** The first R-IAT meeting was held as a forum for scoping factors that can affect resilience of the MTS. The team members considered both external threats (natural hazards, increasing coastal use, etc.) and internal threats (budgetary, labor-related, requirements of post-Panamax vessels, port congestion, etc.) and identified 31 factors that relate to the environment and 40 factors that pertain to non-environmental issues. These factors are being documented into a “MTS Resilience Factors Matrix.”
- **March 2015:** In March the Coordinating Board approved the final version of the R-IAT Terms of Reference and the USACE and NOAA co-leads hosted a Resilience Quantification Workshop in Mobile Bay, Alabama, to test a method to quantify coastal system resilience. The workshop was jointly supported by USACE, NOAA, Sea Grant, and the R-IAT. R-IAT members gave feedback on the method and results of the workshop.
- **May 2015:** The R-IAT completed a matrix of MTS Resilience Factors that documented the active participation of each agency within each environmental and non-environmental resilience factor. Using the matrix, Infrastructure Resilience was identified as the factor having the most active interest and engagement by R-IAT member agencies and was identified as the near-term topic of greatest interest. Thus, initial products of the R-IAT will focus on how other external and internal factor affect resilience of MTS infrastructure in ensuring supply chain continuity. In addition, the R-IAT co-leads hosted a National Academy of Sciences Transportation Research Board Expert Panel Workshop to review the USACE/NOAA progress in coastal system resilience assessments. The workshop findings and recommendations were discussed among R-IAT members and will be utilized to guide future R&D in member agencies.

## BENEFITS TO THE MTS

Through internal coordination and external outreach, the Resilience IAT will document and help guide Federal action to address gaps in MTS policies and assessments that serve to characterize and improve resilience of the MTS.

## Accomplishment Military to Mariner Initiative

### **SUMMARY**

The purpose of the CMTS Military to Mariner (M2M) Initiative is to help coordinate Federal efforts to facilitate the transition from military service to civilian employment in the U.S. Merchant Marine and/or other positions within the Marine Transportation System.

Outcomes: Based on input from two round table discussions and additional meetings with key players, the group has compiled Action Items to facilitate the goal of supporting transitioning of military sea service members.

Team Lead: MARAD

### **BACKGROUND**

The Military to Mariner Task Team was approved by the Coordinating Board in September of 2014. The initiative supports President Obama's Ladders of Opportunity and is consistent with the Veteran's Employment Initiative (VEI) under Executive order 13518 and priorities of the Secretary of Transportation.

The United States has a continuing need for qualified mariners of national security, Federal waterborne operations, domestic and international commerce. Many former military members have training and skills that are needed on the merchant marine. The CMTS is in the process of convening round tables and conversations to discuss challenges and issues surrounding the transition of former military servicemen and women to the US Merchant Marine.

### **PARTICIPATING CMTS MEMBERS**

- Military Sealift Command
- NOAA
- Army
- USACE
- USCG
- DoD
- Labor (VETS)
- DOT
- Veterans Affairs
- MARAD
- Navy
- TRANSCOM
- TSA (TWIC)

## **STATUS**

- **April 2015:** A second CMTS Military to Mariner Federal Workshop featured an overview of VETS programs and services by Department of Labor Veterans Education and Training Service (VETS) Deputy Assistant Secretary for Policy Teresa “Terry” Gerton. Additionally, John Schwartz, the TSA’s Maritime Program Director for the Transportation Workers Identification Card (TWIC), gave a presentation on the TWIC program. The second CMTS Military to Mariner Federal Workshop included increased participation from the Navy Education and Training Command (NETC).
- **October 2014:** CMTS M2M Federal Roundtable. Participants discussed the challenges and identified opportunities for Federal collaboration to facilitate the Military to Mariner transition.
- **September 2014:** The CMTS Coordinating Board approved the addition of a CMTS M2M Task Team to the CMTS Work Plan

## **BENEFITS TO THE MTS**

Military sea-service veterans have specialized training and experience needed by the United States Merchant Marine. Facilitating the transfer from military service to merchant mariner increases the number of qualified mariners needed to support our economy and national defense.



TEN YEARS OF PARTNERING FOR THE  
MARINE TRANSPORTATION SYSTEM  
2005—2015

For additional information, please contact  
Ms. Patricia Mutschler

U.S. Committee on the Marine Transportation System  
Executive Secretariat  
1200 New Jersey Ave, SE  
Washington, DC 20590  
202-366-3612

[WWW.CMTS.GOV](http://WWW.CMTS.GOV)